

# FE 158

## WIRE DRAG

Diagram No. 1000-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

### DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey ..... Wire Drag  
Field No. .... PBS-4456WD  
Office No..... FE-158WD (1956)

#### LOCALITY

State ..... North Carolina  
General Locality .. Atlantic Ocean  
Locality ..... East of False Cape

1956

CHIEF OF PARTY  
CDR K.S. Ulm

#### LIBRARY & ARCHIVES

DATE ..... June 20, 1957

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.17, 1957WD

FE 158  
WIRE DRAG



FE No. 17 1957

WIRE DRAG

FE-158WD

Diag. Cht. No. 1000-3

Form 504

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

WIRE DRAG WRECK  
Type of Survey INVESTIGATION

Field No. PBS-4456WD Office No. F.E. No. 17  
(1957)WD

LOCALITY

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality EAST OF FALSE CAPE

1956

CHIEF OF PARTY

K.S. ULM. COMDR.

LIBRARY & ARCHIVES

DATE

COMM-DC 61300

FE No. 17 1957  
WIRE DRAG



DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. F.E. No. 17

(1957)WD

Field No. PBS-4456WD

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality EAST OF FALSE CAPE

Scale 1:40,000 Date of survey 5 June to 13 June 1956

Instructions dated 28 January 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party K.S. ULM

Surveyed by K.S. ULM, D.G. RUSHFORD, R.C. DARLING, W.R. KACHEL,  
C.R. REED, O.L. DOSTER

Soundings taken by ~~XXXXXX~~, graphic recorder, ~~XXXXXX~~

Fathograms scaled by FIELD PARTY

Fathograms checked by FIELD PARTY

Protracted by FIELD PARTY

Drag Strips inked by:

~~Soundings expended by~~ Field Party

Soundings in ~~xfathoms~~ feet at MLW ~~XXXX~~

REMARKS: This is a wire drag investigation of off-shore wrecks.

762



Items affected by this examination marked in red

C. L. 546 (1956)

- 2 -

ADDITIONAL ITEM A - REPORTED 22 FOOT SHOAL:

This shoal is charted in Latitude 35-53' N, Longitude 75-31' W. Reconnaissance hydrography failed to verify this shoal. The charted position falling in general depth of 63-64 feet. The area was cleared with 48½ feet effective depth. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. It is recommended that this reported shoal be deleted from the chart.

ADDITIONAL ITEM B - REPORTED 27 FOOT SHOAL:

This shoal is charted approximately in Latitude 35-53' N, Longitude 75-32' W. The reconnaissance hydrography found a sand ridge about 0.2 of a nautical mile east of the charted position. This ridge was fairly well developed and the least sounding obtained was 29 feet. The sand ridge was cleared with effective depths of 26½ to 28½ feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. It is recommended that this shoal be retained on the chart.

ITEM 3b - WRECK 866 - BARQUE (5152 GT):

The investigation of the inshore position of this wreck was reported in my letter dated 8 June 1956. An intensive sonar search was made within a radius of four nautical miles in a northerly, southerly and westerly direction and two nautical miles in an easterly direction from the charted offshore position of this wreck. The depth exceeded 175 feet in the area which is beyond the limits of this party's drag equipment. No attempt was made to drag the area but an attempt was made to use a wire sweep, however this was unsuccessful as the intermediate buoys were too small to support the weight of the ground wire. The sonar search failed to disclose any evidence of a wreck in this area.

ITEM 24 - WRECK NO. 865 - OLYMPIC (5,335 TONS):

This area was particularly difficult to drag and to make a sonar search due to numerous sand ridges and truncated shoals. It was necessary to make a reconnaissance hydrographic survey over the area to be dragged in order to determine drag settings. A sonar search was made within a radius of four statute miles of the charted position and an area within 1½ nautical miles of the charted position was dragged. Controlling depths range from 56 to 65 feet. The area was cleared with effective depths of from 50 to 68 feet. A possible sonar contact about two nautical miles northeast of the charted position was dragged. The contact fell in deep water between two sand ridges, this area was cleared by effective depths of 65 and 78 feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. Although no indication of the wreck was obtained it is entirely possible that one of the sand ridges or shoals were the results of the wreck sanding over. It is recommended that this wreck be charted as clear at the minimum effective depth of 50 feet.

add 50 foot depth no basket or word wreck.

8 fm to chart 1109

1000

HRE

JH



DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
Ships PARKER, BOWEN & STIRNEY  
102 West Olney Road  
Norfolk, Va.

491  
(1956)

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

ADDRESS ADDRESS:

1956 JUN 21 PM 1 24

19 June 1956

TO: THE DIRECTOR  
Coast and Geodetic Survey  
Washington 25, D. C.

SUBJECT: Special Report on Wrecks - Project - 1377

REFERENCE: (a) Instructions dated 28 January 1955 L-93(1955)  
(b) Instructions dated 17 February 1956 L-132(1956)

In accordance with paragraph 18 of reference (a) a special report on wrecks is respectfully submitted:

ITEM 3a - WRECK NO. 633 - CHENAGO (3,160 Tons) and HARPATHIAN.

According to the description of this item there are two wrecks (CHENAGO and HARPATHIAN) located in Latitude 36-27.0' N, Longitude 74-58.5' W. An intensive sonar search was made within a radius of three miles of the above position. A wreck was located by sonar in Latitude 36-27.60' N, Longitude 74-56.65 W with a least depth of 103 feet in general depths of 130 feet. This is in approximate agreement with the report on the HARPATHIAN which reports a sounding of 102 feet in 126 feet of water. The wreck was cleared with an effective depth of 100 feet. It is extremely doubtful if another wreck exists in this area due to the intensive sonar search and the fact that the topography of the bottom in this area is excellent for sonar searching. It is recommended that the present charted position of the wreck be deleted from the chart and the new position of the wreck be charted as cleared by 100 feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C.

ITEM 3c - WRECK UNKNOWN.

An intensive sonar search was made within a 3 mile radius of the charted position of this wreck. An excellent sonar contact was made on two consecutive days in Latitude 36-35.8' N, Longitude 75-00.0' W, in general depths of 88 to 92 feet. However a thorough search was made with the fathometer in the area of the contact and no shoal soundings were obtained in the area, which is relatively flat with differences in depth of from 3 to 4 feet. It is possible that this contact was made on metal laying on the bottom either from the unknown wreck which may have been very small or from an anchor and chain lost by some vessel while anchored in the vicinity of Buoy "PN". The area was cleared with 86 feet effective depth. An area within a radius of 1 1/4 miles of the charted position was cleared with effective depths of 85 to 100 feet. There are several sand ridges in the area which are the controlling depths and these have been adequately

7/14/56

Chart 1109, 1000 ✓



462

(1956) RRP  
JHP.

8 June 1956

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

Ships PARKER-BOWEN-STIRNI  
418 Post Office Building  
Norfolk 10, Va.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

1956 JUN 11 AM 10:17

EXPRESS ADDRESS:

TO: THE DIRECTOR  
Coast & Geodetic Survey  
Washington 25, D. C.

SUBJECT: Report on wrecks - Project No. 1377. L-93(1955), L-132(1956)

REFERENCE: Paragraph 18, Instructions dated 28 January 1955.

Item 22 - Wreck No. 639 - U. S. Tanker BYRON D. BENSON (7,953 tons).

This wreck was located by sonar search in Latitude  $36^{\circ} 08.93' N$ , Longitude  $75^{\circ} 14.65' W$ .

The drag hung at 66 feet effective depth and the least depth obtained by the tender was 61 feet in general depths of 90 feet.

This wreck was cleared with an effective depth of 58 feet.

Depths are based on observed tides at Kittyhawk pier, N. C.

Item 3b - Wreck No. 866 - Bargue (5,152 tons).

This wreck has two charted positions:

1. H. O. Position in Latitude  $36^{\circ} 18' N$ , Longitude  $75^{\circ} 03' W$ .
2. F. E. 3 - 1945 in Latitude  $36^{\circ} 16.1' N$ , Longitude  $74^{\circ} 51.1' W$ .

A sonar search was made for a radius of two miles from Position 1 and no contacts were obtained.

The area was cleared with effective depths ranging from 101 to 165 feet in general depths ranging from 120 to 150 feet. It is recommended that the wreck charted at this position be deleted.

A sonar search will be made at position 2 in an attempt to verify the existence of the wreck and obtain a least depth. The area will not be dragged unless a least depth of around 100 feet is obtained because our present equipment is limited to effective depths of about 100 feet. This wreck has been reported in 225 feet of water with a least depth of 165 feet by fathometer see L-546(1956)

cc: Norfolk District Officer

Kenneth S. Ulm 1109-8/23/56-6FJ  
Cdr., C&GS  
Chief of Party

Receipt ack. by form ltr. 6/27/56 jec

JUN 12 1956

H.O.N.M. 27 7/7/56

Copies sent to  
H.O.  
C.G.  
C.O.F.E.  
22

CH 1000 v 1, A.M. 6-28-56



PROCESSING OFFICE NOTES  
FOR

WIRE DRAG WRECK INVESTIGATION PBS-4456WD

GENERAL

This survey was sent to this Office with all wire drag records processed and all drag strips inked on the boat sheet by the Field Party. ✓

Descriptive reports, covering the 1956 season work on this project, have not been received from the Field. ✓

*Copies of Chart Letters giving advance information from this examination are attached.*

Norfolk, Va.  
14 June 1957

Respectfully submitted,

*Hugh L. Proffitt*  
Hugh L. Proffitt  
Cartographer.



TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens:

8 July 1956

Plane of reference approved in  
5 volumes of ~~soundings~~ records for  
wire drag

HYDROGRAPHIC SHEET F E No. 17 1957

Locality False Cape, North Carolina

Chief of Party: K. S. Ulm in 1956

Plane of reference is mean low water, reading  
2.5 ft. on tide staff at Kittyhawk  
13.9 ft. below B.M. 1 (1956)

Height of mean high water above plane of reference is 3.2 feet.

Condition of records satisfactory except as noted below:

  
Signature

Chief, Tides Branch



# Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.17-1957 WD

## Records accompanying survey:

Boat sheets 3....; sounding vols. ..3...; wire drag vols. ..2...;  
bomb vols. ....; graphic recorder rolls 2-Envelopes  
special reports, etc. ..1-Descriptive report.....  
.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	113
Number of positions checked	.....	39
Number of positions revised	.....	0
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	.....0
Junctions	Time	.....0
Verification of soundings from graphic record	Time	.....1

Verification by *Lu Zeskind* ..... Total time 19.... Date 11-26-57  
Reviewed by *Lu Zeskind* ..... Time 4..... Date 11-27-57



Review of Field Examination No. 17, 1957

The field examination was made in compliance with the original instructions for Project CS-377 dated 28 January 1955, and supplemental instructions dated 17 February 1956. The project number was subsequently changed to 1377.

The purpose of the examination was to verify or disprove the existence of wrecks Nos. 633, 866 and item 3c.

Wreck No. 866 was not found.

Wreck item 3c was not found. However, excellent sonar contacts were obtained on 2 consecutive days in lat.  $36^{\circ}35.8'$ , long.  $75^{\circ}00.0'$ , in general depths of 88 to 92 ft. The area in which the contacts occurred was cleared by a wire-drag set to an effective depth of 86 ft.

Wreck 633. Excellent sonar contacts were obtained on 2 consecutive days in lat.  $36^{\circ}27.60'$ , long.  $74^{\circ}56.65'$  on a wreck. The wreck was not hung by the wire-drag, and a wire-drag set to an effective depth of 100 ft. cleared the wreck. A sounding of 103 ft. was obtained on the wreck. A cleared depth of 100 ft. should be charted.

The results of the field examination are plotted on the accompanying 3 sections of the smooth sheet.

The work was applied to chart 1109, dated 26 August 1957. The charted information is correct.

The Descriptive Report adequately covers all other matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by: I. M. Zeskind  
Nov. 27, 1957

Inspected by: R. H. Carstens



75° 00'

58'

74° 56'

58

Wh. + Or. whistle  
buoy (F.W.) "PN"

STIRNI 2

Excellent sonar contact  
in general depths of 88-92 feet  
unable to obtain shoal sounding  
cleared by 86 feet

Cross

36'

Reported position of  
Item 3c Wreck (Unknown)  
No Obstruction Found

36° 34'

FIELD EXAMINATION No. 17, 1957  
WIRE DRAG WRECK INVESTIGATION  
EAST OF FALSE CAPE, N.C.  
Scale: 1-40,000  
Effective wire-drag depths at M.L.W.  
Sheet 1 of 3

Bodie

"F" buoy aground

52

60

48

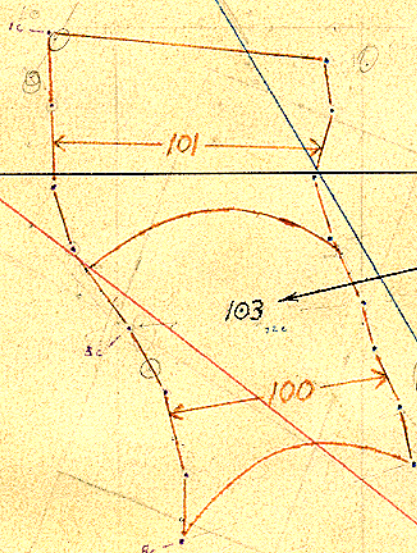
144

143



Cross

Bodie



WRECK 633 (3a)  
(Chenango) *Be Harpallia*  
Least depth 103'  
Cleared 100'

Lat  $36^{\circ} 27.0'$   
Long  $74^{\circ} 56.65'$

FIELD EXAMINATION No. 17, 1957  
WIRE DRAG WRECK INVESTIGATION  
EAST OF FALSE CAPE, N.C.

Scale: 1-40,000  
Effective wire-drag depths at M.L.W.  
Sheet 2 of 3

58'

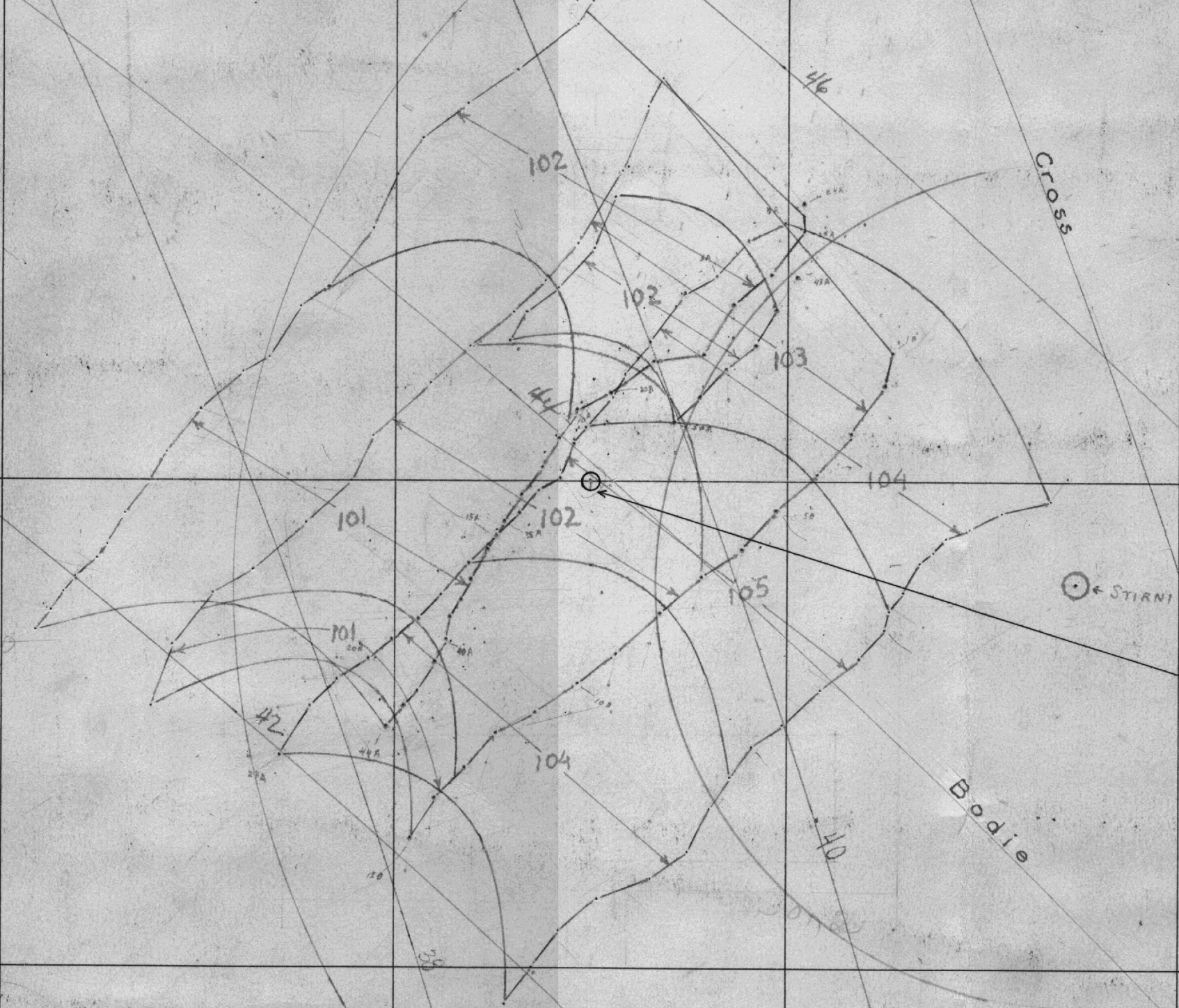
56'

$74^{\circ} 54'$

24'



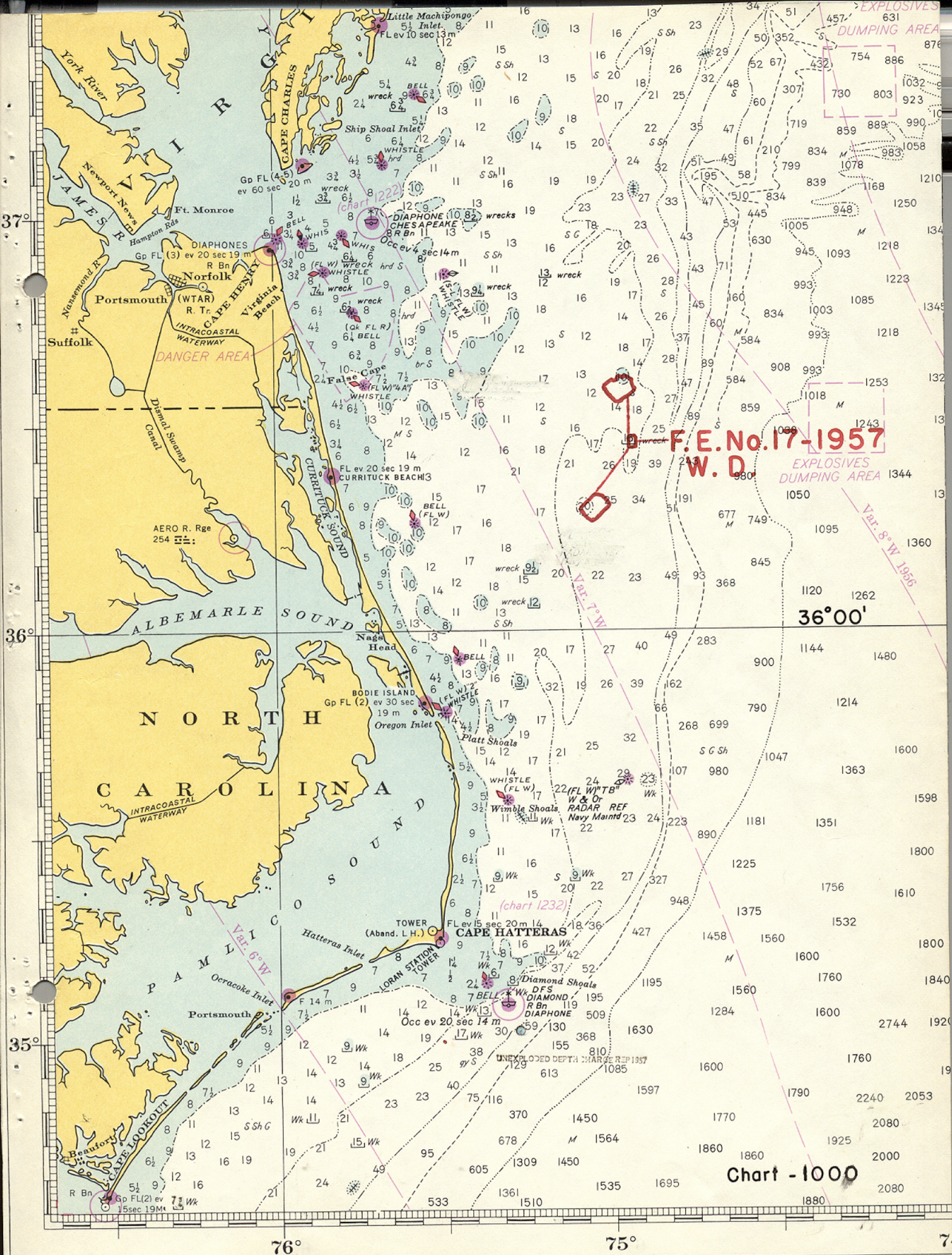
06' 04' 02' 75° 00' 58' 36° 20'



Reported position of  
WRECK 866 (3b) (Barque)  
Obstruction Not Found  
Sonar Search Negative Results

FIELD EXAMINATION No. 17, 1957  
WIRE DRAG WRECK INVESTIGATION  
EAST OF FALSE CAPE, N.C.  
Scale: 1-40,000  
Effective wire-drag depths at M.L.W  
Sheet 3 of 3







## NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No.17-1957 WD

## Record of Application to Charts

[illegible]

M-2168-1

**A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.**